





## Today's Advertisements.

### ROYAL ENGINEERS' VARIETY CLUB.

#### POSTPONEMENT.

OWING to the Departure of Troops for TAIPOU it has been found necessary to POSTPONE the ENTERTAINMENT advertised for TO-NIGHT.

Hongkong, 13th May, 1899. [645a]

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

#### FOR SWATOW.

THE Company's Chartered Steamship

#### "PRONTO"

Captain Grandi, will be despatched for the above Port, on MONDAY, the 15th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 13th May, 1899. [647a]

### CHINA NAVIGATION COMPANY, LIMITED.

#### FOR SWATOW AND TIENTSIN.

THE Company's Steamship

#### "KWEIYANG"

Captain Guterbridge, will be despatched as above on WEDNESDAY, the 17th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th May, 1899. [635a]



### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

#### STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

### THE Steamship

#### "PARRAMATTA"

Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Ton for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. KITCHIE, Superintendent.

Hongkong, 13th May, 1899. [635a]

### FOR NEW YORK VIA SUEZ CANAL.

### THE British Steamship

#### "VORTIGERN"

Captain Fairweather, will be despatched for the above Port, on or about the 27th instant.

To be followed by the S.S. "MACDUFF" and S.S. "AFRIDI" at Short Intervals.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 13th May, 1899. [546a]

### NOTICE TO CONSIGNEES.

#### "GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBORO, LONDON AND STRAITS.

CONSIGNEES of Cargo by the S.S. Glen are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 17th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 13th May, 1899. [648a]

### THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

#### NOTICE TO CONSIGNEES.

FROM GLASGOW, AND LIVERPOOL.

THE Company's Steamship

#### "KINTUCK"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

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Hongkong, 13th May, 1899. [648a]

### AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT CAINE ROAN, begs most respectfully to APPEAL to the Residents of Hongkong and the Post-Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLEWORK.

Orders may be made to order, and Cuffs and Collars renewed on old ones.

Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, may be supplied, if required.

The Superiorress will also be pleased to receive orders for all kinds of NEEDLEWORK.

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## Intimation.

### A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

### IMPORTERS OF HIGH-CLASS BRANDIES.

Per doz.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18.00

B.—Superior Very Old Cognac Red Capsule - - - - - 21.00

C.—Very Old Liqueur Cognac - - - - - 24.00

V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - 30.00

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - 48.00

All our Brandy is guaranteed to be PURE COGNAC, the difference in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited, QUEEN'S ROAD CENTRAL.

HONGKONG, SATURDAY, MAY 13, 1899.

### The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 13, 1899.

### "CLEANER" in his last contribution to these columns mooted a question which we think is difficult to answer, and is one which we also think cannot be answered.—Who was the first man to make a bicycle and the first to ride it? The records of the Patent offices, both in England and America, contain drawings of many hundreds of quaint machines, but probably many of these never grew beyond existence on paper. Even as far back as 1761 *The Universal Magazine* says, that when the idea first took form of enabling a man to travel by his own leg power, assisted by wheels, none can say; nor is it known who attempted to first put the notion into practice. In 1761 a machine to travel without horses was invented by one OVENDEN, and was mentioned in a magazine as "the best that has hitherto been invented," and it is pretty obvious that Mr. OVENDEN had his predecessors in this particular department of design, though of them nothing is known. Mr. OVENDEN's machine was a kind of tricycle-worked by a man carefully hidden in a sort of tank, who supported himself by holding on to a strap whilst he treaded. The owner or master sat on a seat and gaily steered with a pair of reins; but we imagine the inventor must have fallen a victim to a secret assassination committee of footmen, for Mr. OVENDEN's invention drops into oblivion after that year. In 1804 a genius of the name of BOLTON turned up in America and invented another quaint machine, which was propelled by the occupant laboriously working at a lever connecting three or four cog-wheels. This falls into oblivion also. Then followed, in 1808, what was termed a "hobby-horse, and this strange machine—two wheels, tandem fashion, connected by a bar—made its appearance in Paris. There were no means of steering this thing, so that, presumably, when the rider, after straddling across the seat placed midway on the connecting-bar, and paddling furiously with his feet against the ground, arrived at a corner, he had to lift up the whole thing and dump it down again in a new direction. This lifting business seemed to strike a genius a few years later as inconvenient, and he proceeded to mount the front wheel, so that the machine might be turned, and, behold! there emerged the "dandy-horse." One Mr. JOHNSON, a coachman of 75, Longacre, London, patented this machine in 1818, and it became all the rage; the coat-tails of our grandfathers and great-grandfathers fluttered bravely over the roads, and the striding legs of these same gentlemen beat up the dust north, south, east, and west. One of these machines is still in existence, and once belonged to the great-grandfather of the present Duke of Marlborough. This hobby-horse man, however, seems to have died out almost as suddenly as it came into being, and a period of blankness in cycle invention followed. In 1830 a French patent was granted to a M. JULIEN, who invented a machine which had to be worked by an "everlasting staircase" or treadmill, and at the back, under the seat, was a small wheel with a couple of projecting spikes to prevent the machine running backwards when going up hill. In the same year Messrs. BRAMLEY and PARKER, in England, went in for something comprehensive and elaborate. They have, at any rate, the honour of inventing the first tandem tricycle. This machine was propelled by one gentleman lying on his stomach and working the treadles in a sort of swimming attitude, while the other occupant steered. 1833 saw an invention by one M. ALLEN, which was a kind of bicycle with a large wheel in front and a smaller one in back, and a chain drive. This was the first of the modern bicycle, and it was the first to be ridden by a man.

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policy has made him independent, even of Great Britain. Ten years ago he had not won the poor immortality of a place in *Men of the Time*. And the omission was justified. For no sense was he, or is he, a Man of the Time. Rather he is a man for all time, whose work will not die with his death; neither will it be forgotten when he sleeps beneath the central column of Zimbebe's temple.

## IT IS SAID

That a new electric underground railway is to be built from the Marble Arch, London, to Gickwood.

That it will cost £1,065,183.

That Mr. Herbert Gladstone ought to make a first-class Whip in the House, if he only gives his mind to the work.

That M. Sordani, the composer of the play "Robespierre," expressly composed for Irving, has disclaimed any intention of facing the music on the first night at the Lyceum.

That the returns show an increase in the national consumption of coffee.

That tea at home has gone up two-pence per pound.

That Sir M. Hicks-Beach says the consumption of tobacco will increase during the coming year. [Why?]

That Mr. William Alfred Beaumont, the actor, has applied for a divorce from his wife, professionally known as Lucy Beaumont.

That at the Universities of Edinburgh and Glasgow the number of students has been decreasing for several years past.

That Mr. Hamo Thornycroft, R.A., has been commissioned to execute the statue of the late Mr. Gladstone, the Liberal leader.

That the Midland Railway Company has just placed an order for twenty locomotives of the most modern type with Messrs. Dubs & Co., of Glasgow.

That the wife of Mr. Thompson, a schoolmaster, living in Richard-street, West Hartlepool, gave birth to triplets—two girls and a boy. One of the girls, however, died shortly after birth. Mrs. Thompson was only married last year. Both father and mother are young people between twenty and thirty years of age.

That Mr. Caudwell, for many years associated with Messrs. Sutton & Co., the great agriculturists, shot himself last month on the day after he married his housekeeper.

That it is estimated that the damage caused by the recent gale to the fishing fleet at Newlyn, in Cornwall, entails a loss of £3,000. Sixty-three Lowestoft boats lost all their nets, valued at £350 each. A relief committee has been formed at Penzance, and a national appeal is contemplated.

Alderman Neill, J.P., who has filled the civic chair for the borough of Rotherham five times, died on 13th April from the effects of influenza. His connection with the municipal life of the town dated from the incorporation of the borough in 1871.

That the Mayor of Southampton's *Stella* finds amount to nearly £3,000.

That Gounod stated there is no musical service in the world equal to that given in the world-famed St. Paul's Cathedral, London.

That Ted Sloan, the American jockey, did some marvellous riding at the Newmarket meeting on 12th April.

That Sutcliffe, the famous English goal keeper, has refused £7,500, weekly from a South of England Club, and has again signed on for the Bolton Wanderers at a salary of £5,000.

That a motor-car exhibition will be held in the Agricultural Hall, Islington, in July.

That the directors of the Eastern Extension, Australian and China Telegraph Company, (Limited) have declared a dividend for the quarter ended December 31st last of 2s. 6d. per share, together with a bonus of 4s. per share, or 2 per cent, making a total distribution of 7 per cent for the year 1898.

That the Marquess of Tweeddale has been speaking in Scotland on behalf of the Children's League of Pity. She claims that the League is saving children from the criminal ranks.

That the little Samoan cloud, no bigger than a man's hand, has developed a nasty look.

That directors of the Suez Canal Company, subject to the approval of the general meeting of shareholders, are understood to have appointed Baron de Courcel and Vicomte de Vogüé to the two vacant seats on the board.

That the Central News Agency's New York correspondent states that the Chinese Eastern Railway, the continuation of the Trans-Siberian Railway, has ordered from the Maryland Steel Works 75,000 tons of rail.

That according to the official Customs returns the imports into France during the first three months of 1899 amounted in value to £1,017,744,000, as compared with £1,127,942,000 in the corresponding period of the previous year. The exports for the same three months amounted in value of £816,176,000, against 792,550,000 in 1898.

That there were actually two Indian policemen patrolling Kennedy Road last evening, but that the statistics for Bowen Road are not available.

That a thousand Tung-King men are contemplating a raid on the new territory, and that the frontier force has consequently been reinforced.

That the Bowen Road is not safe for ladies to walk along alone.

That there will be an increase of bathing parties this season.

That the fine of two dollars imposed by Mr. Scarbome Smith for street crying is the most effective method that could have been adopted to stop this form of nuisance.

That the native police would be better employed in Bowen and Kennedy Roads than in the city eating cream and stout pome.

That the Chinese are not well informed of the various places in the new territory, and that the Chinese are not well informed of the various places in the new territory.

## CORRESPONDENCE

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## THE BRITISH SPHERE

TO THE EDITOR OF THE "HONGKONG TELEGRAPH":  
DEAR SIR:—I read "Notes and Comments" in your last night's issue with considerable interest. You appear to take for granted, however, that the partition of China is a foregone conclusion, and that when it comes to pass spheres of influence must be immediately turned into spheres of annexation. Is it not a fact that the British Government is pledged to uphold the integrity of China and that we are not anxious to acquire any territory over there? Can you for a moment suppose, Mr. Editor, that the other Powers would be content to sit calmly by and allow Great Britain to say "this or that" Province shall be included in my sphere?" I do not think that they would do so and I greatly doubt if the game would be worth the candle. All that we require is the open door, and that, I believe, is assured to us for some time to come. If we attempt to create spheres of influence it will necessarily lead to endless squabbling amongst the Powers and probably to war, and I, for one, say "let well alone."

Truly yours,

TRADE.

Hongkong, May 13th, 1899.

## FROM ALL QUARTERS.

Fourteen children in ten years have fallen to the lot of a couple in New York. There have been four pairs of twins.

Some Egyptian boats made of cedar, probably in use 4,500 years ago, have been found buried near the banks of the Nile, and furnish an interesting proof of the power of that wood to withstand the ravages of time.

Inquisitive Child (to nursemaid)—"I say, Jane, what's the difference between English meat and Australian?" Jane—"Why, o' course, Master Reggie, English mutton's made of sheep, and Orstralian of 'orse."

It is fashionable to set before your guests a lot of little indigestible kickshaws wrenched out of a cookery-book by that eminent French chef of yours, Poly Singho. It is not fashionable to give them a good, solid, unsophisticated joint.

Governor Stanley, of Kansas, recently received this note: "Dear Sir: I understand you said you were going to take a week off to tear up the big pile of letters asking you for jobs. If everything else is gone, I would like the job of tearing up letters."

If your hostess provides you with a finger-glass she does not mean you to tint her dining-room into a shower-bath. Refrain from elephantine gambols in the water and eat a piece of soap and jam-towel are laid by the side of the finger-bowl, then go ahead.

Lord Russell of Killowen is a believer in the advantages, moral and physical, of habits of early rising, and is able to do with very little sleep. When in the House of Commons he might often have been seen gazing in some surprise at legislators who had dropped asleep.

Recently a recruit was taken to be sworn-in by the magistrate. Everything was going on swimmingly till the magistrate asked the man the following question: "Have you ever been in prison?" At this the man looked startled, but quickly recovering himself, he blurted out, "No, sir, I have never been in jail, but I don't mind doing a few days if you think it necessary."

Another musical Strauss has come to light. He is Johann the younger, son of Edouard and nephew of Johann the elder, and he has written an opera, "The Cat and Mouse," which was performed with great success. He has got into trouble with his family on this account, as says *Cassell's Journal*, both his father and his uncle suppressed his musical aspirations and compelled him to study law.

With regard to the reported engagement of the Princess Victoria of Wales to her cousin, Prince George of Greece, it is stated that the Princess had been in love with the bridegroom-elect for some years; but that he, fearing he had but little to offer, held back until the unexpected change in his fortunes resulting from his recent appointment as Governor of Crete gave him the chance so long desired.

A man strolled into a fashionable church before the service began. The sexton followed him up, and tapping him on the shoulder and pointing to a small cur that had followed him into the sacred edifice, said—"Dogs are not admitted." "That's not my dog," replied the visitor. "But he follows you." "Well, so do you," the sexton growled, and immediately removed the dog with unnecessary violence.

Doctors' Advice.—Old Doctor—"Now, my boy, let me give you a word of advice before you cut loose and hang out your shingle. Young Doctor? Old Doctor? Whenever you are called on to prescribe for a woman make her put out her tongue so that you may study it thoroughly. This will seldom help you to determine what the trouble is, but a woman can't talk while she has her tongue out."

A new post-office was established in a small Western village, and a native was appointed postmaster. After a while complaints were made that no mail was sent out from the new office, and an inspector was sent to inquire into the matter. He called upon the postmaster and asked why no mail had been sent out. The postmaster, hanging up in a corner, said: "Well, ain't sent it out cause the bag ain't nowhere nigh full yet!"

The Duchess of York benefited greatly by her stay at Cimex. Her Royal Highness, who was always devoted to her parents, has fretted much over the unsatisfactory state of her father's health, and has done all that was possible to soothe his highly-strung nervous system. It is now thought (says *M. A. P.*) that time alone may effect a cure, and that is best that the Duchess should not dwell upon the sad sequence of events, which have practically amounted to the loss of both parents.

Two ladies sitting in Washington recently went to the Capitol to hear the proceedings in the United States Senate. Most of the galleries being filled, they approached the door-keeper of the senatorial gallery, where admission is by card. As they did not possess this passport, the door-keeper suggested that they procure one from any senator they might be acquainted with. "But what can we do, Mr. door-keeper?" they asked. "Well, you might try to get a senator to sign a card for you," he replied. "But what can we do, Mr. door-keeper?" they asked. "Well, you might try to get a senator to sign a card for you," he replied.

work with an "old hand" to shovel cladding into a wagon. When the foreman went to see how they were progressing, he observed that the "old hand" was shovelling twice as big loads as the other, and he remarked to the latter: "Look here, my man, Jack is throwing two shovelfuls into the wagon to your one." "Well, master," replied the locksmith, "I've told the fool about it."

A coloured preacher upon the occasion of delivering a forceful harangue to his congregation, said: "I see before me twelve chicken-thieves, including William Sanders." Now, Sandy was a handy man with a razor, and the parson's friends urged him to set things right with Sanders at first opportunity. The parson made on the next Sunday the following announcement: "Brethren, at our last meeting I made a statement which, after mature deliberation, I desire to correct, realizing as I do that my remarks upon that occasion might not have been understood correctly. What I should have said was: 'There are in this congregation twelve chicken-thieves, not including William Sanders.'"

In regard to the suggestions sent to the *Daily Chronicle* on the subject of an emblem to commemorate the death-day of Mr. Gladstone, the greater number advocate the general wearing of a flower on May 19th. A preference is shown for the white rose, as that bloom was so frequently seen in the buttonhole of the veteran. Other suggestions include: Any white flower, as an emblem of the white flower of a blameless life; "the myrtle," "bayleaves," "hawthorn," a "white tosette," and even "the daisy."

Truth gives another example of the elusive gratitude which people occasionally evince on recovering lost property. A lady left her note and gold, on the counter of a public office in York. As due to the ownership was furnished by a scrap of paper in the purse, and a messenger was sent round to her house with the article. As she was not in, a second journey had to be made, and on this occasion the lady condescended to see him. On learning his business she replied, "Oh, thank you! I was not aware that I had lost it. Good day!"

The theatrical managers of New York concur in saying that the past winter has been a remarkably prosperous one for them. Usually there have been two or three successes, there have this season been a dozen. It is estimated that the profits of a dozen leading managers range from \$30,000 to \$300,000. Mr. Frohman has been among the most successful. The earnings of the opera season have been \$800,000, against expenses of \$700,000. Mr. Jean de Reszke has netted \$63,000, and his brother Edouard \$28,000. Mme. Sembrich has also earned \$28,000, and Mme. Nordica \$24,000.

A grief-stricken widower who had put on his wife's tombstone the epitaph, "The light of my life has gone out," found a few months later, when he had taken to himself another wife, that he had been a little premature. He got out of the difficulty, however, by adding the line, "But I have struck another match." As one story recalls another, it is told of a widow that on losing her husband she placed on his tombstone the words, "My sorrow is greater than I can bear." She did not sorrow long, and it became a question how to get over the difficulty of the epitaph. In her embarrassment her woman's wit did not fail her, and she added the word "alone."

A case was recently being tried in one of the departments of the superior court. "I would like to ask, your honor, that this case go over until tomorrow," said one of the attorneys. "On what ground," said the judge? "Too tired," "Yes, your honor, I have been tired." "Very well, let the case go over. Call the next case." The next case was called and another attorney arose: "May I please your honor, I would like to ask that this case go over." "For what reason?" "I am too tired." "You, too? What makes you tired?" "I have been listening all day to my learned friend in Department Two."

"Poppyhock" writing in the *Ceylon Independent* on etiquette says—

A lady writes from Kandy, "Is it correct form to kiss my lady friends before saying good-bye to them after an ordinary visit?" Yes, I think so, provided you have not made a previous rejection of a bribe and onions. Most people greet their friends by kissing. By the bye, it is great fun to watch ladies kissing each other. They seem to enjoy it as much as the average man relishes a peg of pure soda-water or as the epicure gloats over currant-jelly minus venison. As to which lady friends to kiss and which to leave unvisited it is very difficult for the unmarried bachelor to decide. Perhaps it is safest to kiss only your relatives and your own enemies—it shows a forgiving spirit. It is a young unmarried bachelor be present on such occasions he should feign abstraction and turn his head aside, as if he were sweetly pretty as most of us are in Ceylon, he might be kissed under his very nose before he knew where he was. Such things have frequently happened to me. It is so embarrassing!

Shake hands as much as possible. It is an extremely popular pastime in Ceylon. I think hands with everybody on all occasions and as much as you can. I have known people in Colombo so infected with this mania that in the absence of any of their friends they would rush into the street and shake hands with the nearest policeman for hours by the clock. *Apropos of bottles*, did you ever read that witty French epigram composed by some disappointed office-seeker against Napoleon? Here it is in English for you:

Napoleon never gives you a ray of light, nor a word of advice, nor a word of comfort, nor a word of encouragement, nor a word of consolation, nor a word of sympathy, nor a word of friendship, nor a word of love, nor a word of hope, nor a word of faith, nor a word of charity, nor a word of goodness, nor a word of beauty, nor a word of grace, nor a word of glory, nor a word of honor, nor a word of power, nor a word of wealth, nor a word of fame, nor a word of success, nor a word of happiness, nor a word of peace, nor a word of joy, nor a word of life, nor a word of love, nor a word of hope, nor a word of faith, nor a word of charity, nor a word of goodness, nor a word of beauty, nor a word of grace, nor a word of glory, nor a word of honor, nor a word of power, nor a word of wealth, nor a word of fame, nor a word of success, nor a word of happiness, nor a word of peace, nor a word of joy, nor a word of life, nor a word of love, nor a word of hope, nor a word of faith, nor a word of 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## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
YAMAGUCHI MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 16th May, at Noon.
KAWACHI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	SUNDAY, 21st May, at 4 P.M.
FUTAMI MARU	NAGASAKI, KOBE and YOKO	THURSDAY, 25th May, at 4 P.M.
KASUGA MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 26th May, at 4 P.M.
*IDZUMI MARU	SEATTLE, WASH., U.S.A., VIA KOBE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 1st June, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 11th May, 1899.

A. S. MIHARA, Manager.

## MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,  
SOLE AGENTS.

Hongkong, 9th December, 1898.

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**J. J. CARNAUD, 3, rue d'Argout, PARIS**

**TIN BOXES STAMPED ARTICLES**

**MILITARY EQUIPMENT**

M. OPPENHEIMER & Co, Paris

**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAIL-MAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS,  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.  
SOLE AGENTS FOR  
HARTMANN'S RAFFIN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DANIEL'S PATENT MOTOR  
LAUNCHES.

SOLE AGENTS FOR  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK

REASONABLE PRICES.  
Hongkong, 14th May, 1899.

**LEVY HERMANOS.**  
DIAMOND MERCHANTS, JEWELLERS  
and WATCHMAKERS.  
Sole Agents in the East for the amalgamated  
CLEMENT, HUMPHREY and GLADIATOR Co., Ltd.  
DUNLOP TYRES'S BICYCLES—PRICE, \$160.  
A special reliable Watch made for this Climate.

Quality A—\$16  
Quality B—\$12  
Quality C—\$8  
Opposite the Telegraph Office

**KUHN & KOMOR,**  
JAPANESE FINE ART CURIOS,  
42-44 QUEEN'S ROAD, HONGKONG.  
33, WATER STREET, YOKOHAMA.  
36, DIVISION STREET, KOBE.  
Hongkong, 15th March, 1899.

**THE LEADING CATERERS**  
COMBINE OUR  
MEMO BILLIARD TABLES and  
LOUNGE for all occasions.  
THE GRILL ROOM.  
Hongkong, 1st September, 1899.

**NOTICE.**  
THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

**JEYES FLUID**  
THE BEST  
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.  
W. G. HUMPHREYS & Co.,  
Hongkong, 9th March, 1899.

**CHS. J. GAUPP & CO.,**  
CHRONOMETER, WATCH, and CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, and OPTICIANS.  
CHARTS and BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prize at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES and SPYGLASSES.  
Nos. 54 & 56, Queen's Road Central.

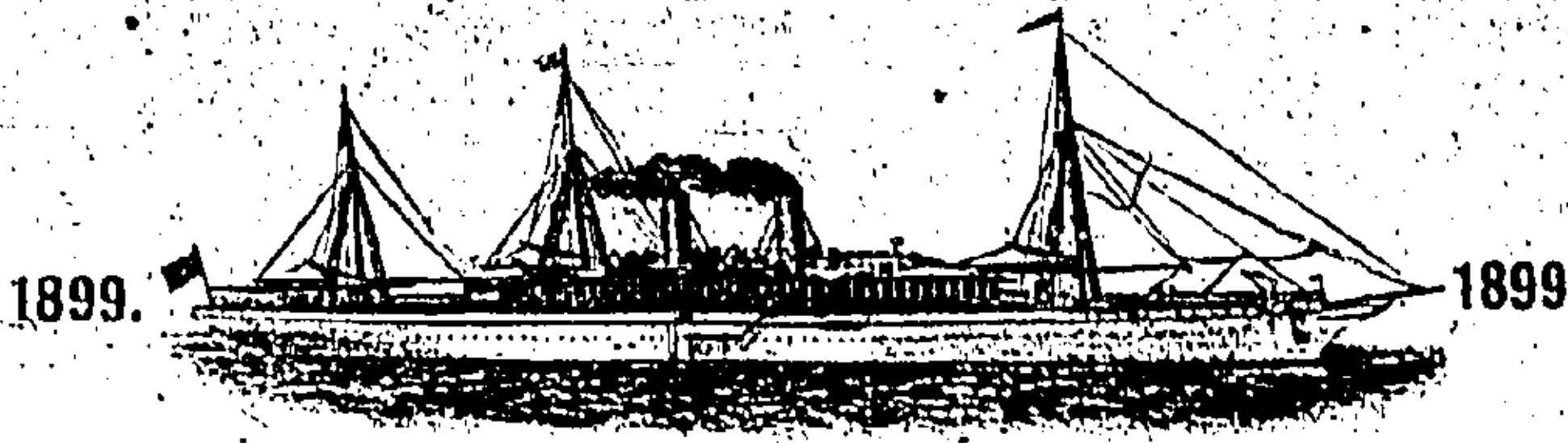
**MEE CHEUNG,**  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.

[5. now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.  
GROUPS and VIEWS  
a specialty.  
Hongkong, 22nd September 1898.

**DENTISTRY.**  
SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST.  
No. 4, Queen's Road Central.  
Hongkong, 8th March, 1899.

**SIEN TING**  
SURGEON DENTIST  
No. 10, D'ARCADE STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 27th September, 1898.

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST-ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 17th May, 1899.  
EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 7th June, 1899.  
EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER  
in 12 days, saving THREE DAYS to a WEEK, in the Trans-Pacific journey, and  
make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS  
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM  
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made  
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.  
Passengers booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and  
Japan Governments.

The attractive features of the Company's route embrace its PACIFIC STEAMSHIPS,  
second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage &c., apply to  
D. E. BROWN, General Agent,  
HONGKONG, 26th April, 1899.

## TOYO KISEN KAISHA.

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU, via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu) Saturday, 20th May,  
at Noon.

AMERICA MARU, via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu) Tuesday, 13th June,  
at Noon.

THE Steamship  
"NIPPON MARU,"  
will be despatched for SAN FRANCISCO, VIA  
SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA and HONO-  
LULU, on SATURDAY, the 20th May, at  
Noon, taking Freight and Passengers for  
Japan, the United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION  
PACIFIC, DENVER and RIO GRANDE, and  
NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

\* Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M.  
same day; all Parcel Packages should be  
marked to address in full; value of same is  
required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 12th March, 1899.

## MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.  
Head Office—TOKIO.  
Branch Office—  
LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, HIENTSIN,  
NEWCHANG, and all Ports in JAPAN.

Agents:  
Miiki Coal Mines.  
Omyama Coal Mines.  
Kanada Coal Mines.  
Tokyo Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Imperial Government Paper Mills, Japan.  
Cotton-Cleaning and Wk. Co., Shanghai.  
Onoda Cement Company, Japan.  
Kurehachi Cotton Spinning Mill, Japan.  
The Miike Cotton Spinning Mill, Limited.  
Tokyo Cotton Spinning Mill, Japan.  
Hayashi Clock Factory.  
Hongkong, 11th December, 1898.

## Mails.

NORDDEUTSCHER  
LLOYD.HAMBURG-AMERIKA  
LINE.

(Freight Service.) (East Asiatic Service.)  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK  
SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and
*HEIDELBERG	HAVRE and HAMBURG	24th May	Passage
Schiller	(LONDON with transshipment in HAMBURG)	About 30th	Freight and
*SHIRAZ	HAVRE and HAMBURG	May	Passage
Hildebrandt	(LONDON with transshipment in HAMBURG)	About 15th	Freight
BAMBERG	HAVRE and HAMBURG	June	Freight
Voss	(LONDON with transshipment in HAMBURG)	About 25th	Freight and
*KONIGSBERG	HAVRE and HAMBURG	June	Passage
Christiansen	(LONDON with transshipment in HAMBURG)	About 5th	Freight
*DEIKE	NEW YORK	July	Freight
RICKMERS	via Suez Canal	July	Freight

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

681 CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN FRANCISCO  
AND SAN DIEGO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to Japan PORTS  
and HONOLULU, THE UNITED STATES,  
MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra ..... 3,406 about May 20  
Belgian King ..... 3,379 about June 20  
Carmilithers ..... 2,929 about July 20  
Carlisle City ..... 3,002 about Aug. 20

THE Steamship  
"THYRA,"

will be despatched for SAN FRANCISCO and  
SAN DIEGO VIA NAGASAKI, KOBE, YO-  
KOHAMA and HONOLULU, on or about  
the 20th May.

Through Bills of Lading issued to any point  
in the United States.

Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.

Consular Invoices, to accompany cargo des-  
tined to Points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.

For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, China and Japan.  
Hongkong, 2nd May, 1899.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro  
(via Shanghai, Naga-  
saki, Kobe, Inland  
Sea, Yokohama and  
Honolulu) Saturday, 27th May,  
at Daylight.

City of Peking (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu) Thursday, 22nd June,  
at Noon.

China (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
& Honolulu) Tuesday, 18th July,  
at Noon.

## THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO,"  
will be despatched for SAN FRANCISCO,  
via SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA & HONOLULU,  
on SATURDAY, the 27th May, at Daylight  
taking Passengers and Freight for Japan, the  
United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States of Canada. Rates may be ob-  
tained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had  
on application.

\* Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for transpor-  
tation to Yokohama and other Japan Ports to  
San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M.  
same day; all Parcel Packages should be  
marked to address in full; value of same is  
required.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco in the  
United States should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 12th March, 1899.

## Hotel.

WINDSOR HOTEL,  
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from EX-  
TERIOR HALL to each floor. BOARD  
and LODGING.

**MONTHLY RATES GIVEN NOW.**  
P. BOHM,  
Proprietor & Manager.  
Hongkong, 28th April, 1899.

## For Sale.

NOW READY.  
**HONGKONG RACES, 1899.**

THE "HONGKONG TELEGRAPH'S"  
ACCOUNT OF THE  
1899 RACE MEETING  
with TABULATED STATEMENTS OF PLACED  
and UNPLACED PONIES, JOCKEYS and  
OWNERS.

PRICE 25 CENTS.  
Only a limited Number printed.  
Send Orders early to  
The Manager,  
"HONGKONG TELEGRAPH" Office,  
250, Queen's Road Central,  
Hongkong, 6th March, 1899.



the doubtful comfort of the [unhappy] day

The jury heard no pay extra for the use of a private room. The former plaintiff, Mr. Ladyship explained, was "redolent of drink and tobacco," and not at all the proper person, whereas a lady should be invited to take lunch whilst a gentleman pays extra for private accommodation. It was also maintained that her exclusion from the Ladies' Room gave it a bad name, and that there was no right to make such an invidious distinction to the guests' detriment. The lady promptly declined the proffered entertainment and left the chudsh and lady to seek refreshment elsewhere. The defendant admitted in her evidence, that the conduct of Lady Haberton was unimpeachable, and that she did not presume to pass judgment as to the propriety or otherwise of her costume. But "fine words butter no parsnips," and the fact remains that Lady Haberton was forced to accept the hospitality offered, or go empty away. The jury found the Innkeeper not guilty; hence it must be concluded they deemed the entertainment offered reasonable and sufficient.

Extreme pleasure was manifested by visitors to the Catford Club's sports at Catford Bridge (London) on Good Friday when J. Platt-Bridge appeared on the track before the public. He rode half a mile from a standing start in 28 s 2-5 seconds; and a flying half in 53 seconds. Considering the adverse circumstances these were good performances.

## THE LAW OF "RATIONALS."

THE LADY AND THE INNKEEPER.  
AN AMUSING CASE.

Lady Haberton has brought Mrs. Sprague, the keeper of the Hawthbury Hotel at Oakham, into court, alleging without sufficient cause and regarding no more than the innkeeper, and not regarding her as a lady, to refuse to supply her with luncheon at her hotel. Some amusing evidence was given when the case came up for hearing at the Surrey Assizes. It was explained by Lord Coleridge, who presided over the prosecution, that there was nothing of mere punishment to Mrs. Sprague, but it was desired to make it clear that an innkeeper was not to select his or her guests and that every one coming and conducting himself or herself in a proper manner had a right to be received. The jury might think "bloomers" were becoming or unbecoming, but the real question to be considered was whether they were indecent or improper. Lady Haberton, in answer to the judge, said that when she called at the Hawthbury Hotel for tea and morning's cycling and asked for lunch, Mrs. Sprague replied, "No, I do not admit persons in that dress." Eventually Mrs. Sprague took her to a back room with a bar where men were drinking and smoking, but as the place smelt so horribly Lady Haberton left, threatening to complain to the Cyclists' Touring Club about her treatment. In her cross-examination by Mr. Avory, who appeared for the defence, Lady Haberton said she had walked in Regent St. in "bloomers" and that she had never been of 5,000 miles in them, although she had never been of 5,000 miles in them. The dispute with Mrs. Sprague was in this: to whether she should be received in a dirty looking bar-parlour.

The Secretary of the Cyclists' Touring Club produced an agreement with Mrs. Sprague which provided that she would at all times receive and entertain as ordinary coffee-room customers members of the club, whether they were ladies or gentlemen. The agreement had been entered into at this action, undertaken by the club. There was nothing in the agreement about rational dress. The barrister, the legal adviser to the club, said he had seen the two parties to the agreement, and he could not like to have unchained there. Mr. Avory: Well, I have seen there—(laughter)—years ago. (Renewed laughter.) It was quite good enough for me. The Chairman: Were you there on a rational dress? (Laughter.) Mr. Avory: Yes. (Renewed laughter.) The learned counsel contended that at the most there was no objection to a particular room being reserved for a particular class of people, and that a person visiting the club might be required to select any particular room for his or her accommodation. He argued that the law, as it had been explained by Lord Coleridge, was laid to apply to a time when the horrors of travellers. If he learned judges who laid it down could know that it was being used for the purposes of this prosecution, they would make them turn in their graves. (Laughter.) The object of this prosecution was nothing more or less than to get an advertisement for the Cycling Touring Club and the Rational Dress League. Members of that league had been advised not to attend that evening, and Lady Haberton suggested that this advice was offered because it was feared that the costume would so bewitch the jury that they would not be able to give an impartial verdict. (Laughter.) If ladies who attended a meeting in rational costume might subject themselves to ridicule, they might also subject themselves to ridicule if they were in the public-room of an inn or hotel. It was therefore for their benefit that they should be permitted to be admitted to the court in the present state of public opinion on the subject of different skirts. (Laughter.) Some members were narrow-minded enough to think that the mere fact of a lady showing her legs was indecent and improper; however, being the knickerbockers might be. (Laughter.) Others thought it would be a fine opportunity for making jokes, and others thought the lady who appeared in that costume about her ankles and so on. (Laughter.) On these grounds he submitted that Mrs. Sprague had exercised a perfectly sound and wise discretion in the interests of her own house and in the interests of the lady herself, who could not believe that no one would object to her appearing in bloomers.

Mrs. Sprague stated when Lady Haberton was asked to furnish the bar-parlour that there was another retired gentleman, and another whose appearance no objection would be taken. Witness did not say that Lady Haberton behaved in an improper and indecent manner. It is an innkeeper. I have no right continued Mrs. Sprague to make any remark upon anyone's dress. This has not been done to gratify my peculiar views of my own, but in the interests of the house. Lady Haberton and her followers followed her through the door into a class of persons on the Foreign side of the road who absolutely ruin my business—ladies skin-tights for instance. If I encountered them I should lose all the people I have taken trouble to get. For this reason have I drawn the line at knickerbockers, unless they are covered by a skirt.

After hearing further address from counsel, the jury found Mrs. Sprague not guilty, a decision which was received with applause by the Criminal Court.

This relation between the two parties is a curious one. You might see



## Consignees.

AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

## FROM KOBE.

THE Steamship.

"MARQUIS BACQUEHEM," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 14th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 8th May, 1899. [600a]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

## FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.  
From Madras, ex S.S. *Loodiana*.  
Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 9th May, 1899. [5]

## TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

## "NIPPON MARU."

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from the Godowns, pending the discharge of the Vessel, will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 11th May, 1899. [1310]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

## FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, ex S.S. *Himalaya*.  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.  
From Zanzibar, ex S.S. *Rapitana*.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M. will be subject to rent.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 11th May, 1899. [5]

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

## NOTICE TO CONSIGNEES.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRAPURA," having arrived from the above ports, Consignees of cargo by her, are hereby informed that their goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained. Cargo remaining undelivered after the 19th instant, will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 20th instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 12th May, 1899. [643a]

## AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUMI, PORT SAID, ADEN, KARRACHI, BOMBAY, PENANG &amp; SINGAPORE.

THE Steamship

"VINDOBONA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This vessel brings Cargo:—  
From Trieste, ex S.S. *Maximiliano* and *Carlo Alberto* transhipped at Trieste.  
Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 19th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 12th May, 1899. [644a]

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS," Captain Barwise, will be despatched as above on TUESDAY, the 23rd May.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

## "HAICHING."

Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 14th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 13th May, 1899. [642a]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

## "MAIZARU MARU."

Captain S. Nagata, will be despatched for the above ports, TO-MORROW, the 14th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th May, 1899. [628a]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

## "CHANGSHA."

Captain Moore, will be despatched on MONDAY, the 15th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th May, 1899. [603a]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

## "CHANGSHA."

Captain Moore, will be despatched on MONDAY, the 15th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

V.R. Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th May, 1899. [604a]

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

## "ORESTES."

Captain Palford, will be despatched as above on MONDAY, the 15th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th May, 1899. [628a]

## NAVIGAZIONE GENERALE ITALIANA, (FLORIO &amp; RUBATINO UNITED COMPANIES.)

## STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN, GENOA, (DIRECT WITHOUT TRANSIT.)

Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODessa, NEW YORK, all MEDITERRANEAN, AFRICAN, LEVANTINE NORTH & SOUTH AMERICAN PORTS up to CALLAO, AND

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, ALSO BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

"HISAGNO," Captain Mugnozini, will be despatched as above on TUESDAY, the 16th instant, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

The Steamer has Superior Accommodation for Passengers.

For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 12th May, 1899. [639a]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Company's New Steamship

## "DIAMANTE."

Captain Taylor, will be despatched for the above port, on TUESDAY, the 16th instant, at 5 P.M., instead of as previously advertised.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Manager.

Hongkong, 12th May, 1899. [641a]

## FOR SHANGHAI, YOKOHAMA &amp; KOBE.

THE Steamship

## "BIRCHTOR."

Captain Belline, will be despatched as above on SATURDAY, the 20th instant.

For Freight or Passage, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 12th May, 1899. [644a]

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

## "GLAUCUS."

Captain Barwise, will be despatched as above on TUESDAY, the 23rd May.

## Shipping.

## STEAMER.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED," will be despatched for the above port, on or about the 24th instant; to be followed by the S.S. *BENLOMOND* about 3rd June.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 12th May, 1899. [547a]

## Intimations.

RIGAUD'S

White Violet EXTRACT

-This fugitive and delicate perfume is

persistent as an

Extract for the

handkerchief

while as a

Soap and

Powder,

it has been

adopted by

the most re-

fined French

Society

RIGAUD &amp; Co.

10,000

White Violets

equal each bottle of

Rigaud's Extract

PARIS

## NOTICE.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

GERARD C. TOBEY, American bark, J. F. Surtlee, By Order.

QUEEN MARGARET, British ship, Fraser—Standard Oil Co.

## The Share Market.

## LATEST QUOTATIONS.

(May 13th.)

## Banks.

Hongkong and Shanghai Banking Corporation—290 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 1/2 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—1/2 buyers.

National Bank of China, Ltd.—\$22.

Do, Do, Do.—\$22.

## Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$220 buyers.

China Traders' Insurance Co., Limited—\$614.

North China Insurance Co., Ltd.—Tls. 180.

Yantai Insurance Assoc. Ltd.—\$114.

Canton Insurance Office, Ltd.—\$142 sellers.

Straits Insurance Co., Ltd.—\$44.

## Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$310.

China Fire Ins. Co., Ltd.—\$32.

## Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$29.

Indo-China Steam Navigation Company, Ltd.—\$693.

China and Manila S.S. Co., Ltd.—\$77.

Douglas Steamship Co., Ltd.—\$561.

China Mutual S. N. Co., Ltd.—(Preference)—\$910 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$270 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$2 buyers.

Star Ferry Co., Ltd.—\$14.

China Sugar Refining Co., Ltd.—\$173.

Luzon Sugar Refining Co., Ltd.—\$52 sales.

## Mining.

Punjom Mining Co., Ltd.—\$75.50.

Do, Preference Shares—\$1.60.

Société Française des Charbonnages du Tonkin—\$180.

Queen Mines, Limited—\$5.55.

Jeblehu Mining and Trading Co., Ltd.—\$10.

Raub Altian Gold Mining Co., Ltd.—\$584.

Oliver Freshhold Mines, Ltd.—(A) \$7.

Oliver Freshhold Mines, Ltd.—(B) \$2.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$4.40.

## Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$35.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$861.

Wanchai Warehouse and Storage Co., Ltd.—\$41.

New Amoy Dock Co., Ltd.—\$15.

## Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$9.75.

Hongkong Land Investment and Agency Co., Ltd.—\$81.

Kowloon Land and Building Co., Ltd.—\$24 buyers.

West Point Building Co., Ltd.—\$28.

Hongkong Hotel Co., Ltd.—\$88.

Humphreys' Estate and Finance Co., Ltd.—\$9.75 buyers.

## Miscellaneous.

Green Island Cement Co., Ltd.—\$241.

China-Borneo Co., Limited—In liquidation.

A. S. Watson & Co., Limited—\$142.

Hongkong Electric Co., Limited—\$112.

Hongkong and China Gas Co., Ltd.—\$126.

Hongkong Rope Manufacturing Co., Ltd.—\$170.

Geo. Fenwick & Co., Ltd.—\$35.

Hongkong Ice Co., Ltd.—\$112.

Hongkong High Level Tramways Co., Ltd.—\$121.

Dairy Farm Co., Limited—\$33.

Hongkong & China Bakery Co., Ltd.—\$33 sellers.

Campbell, Moore & Co., Ltd.—\$11.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bell's Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$75.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 74.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Knou-kung-mong Cotton Spinning & Weaving Co., Ltd.—Tls. 70.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yahloong Cotton Spinning Co., Ltd.—Tls. 55.

Yehrau Planting Co., Ltd.—\$3 per share.

Tebrau Planting Co., Ltd.—\$5.

BENJAMIN KELLY & POTTS (Share Brokers).

Telegraph Address—"Rialto."

## EXCHANGE.

Hongkong, 13th May.

ON LONDON, Telegraphic Transfer—1/11 1/2

Bank Bills, on demand 1/11 1/2

Credits, 4 months' sight—2/0

D/Ments, 4 months' sight—2/0 1/2

ON BERLIN, Bank Bills, on demand—2/0 1/2

Credits, 4 months' sight—2/2

ON PARIS, Bank Bills, on demand—48

Credits, 30 days' sight—48

ON BOMBAY, Telegraphic Transfer—147

On demand—147 1/2

ON SHANGHAI, Telegraphic Transfer—72 1/2

Private, 30 days' sight—73

ON YOKOHAMA, T.T.—31 per cent. prem.